



## Chapter 2 – Existing Conditions

New Bern is ideally suited for bicycle travel. The relatively flat terrain, the scenic views of the Neuse and Trent Rivers, the rich local history of the city, and the location of New Bern as a major city between Kinston and Havelock on the US 70 corridor all contribute to making this an area that would be desirable for bicycle travel. This chapter outlines the existing conditions for bicycling in New Bern, the existing statutes and ordinances, and the current and planned bicycle programs and initiatives.

### Existing Bicycle Facilities

New Bern has limited bicycle facilities. Currently, three signed bicycle routes totaling about 1.5 miles in length are located in New Bern, incorporating roads such as Craven Street, River Road, West Street, Fleet Street, Trent Boulevard, and Pollock Street as shown in **Figure 2.1**. These routes are indicated by signs, but do not include any additional amenities. All of these routes connect, however, and form a downtown spine network. The three routes link downtown neighborhoods and businesses with the central business district, waterfront, and municipal center. No connection exists, however, to other sections of the City or to communities such as Trent Woods, James City, and Bridgeton. Two North Carolina state routes also run through New Bern.

An extensive field review was conducted as a part of this project. This field review considered data provided by the city such as roadway width and presence of curb and gutter. The reviewers then looked at factors such as the presence and type of shoulders on the road. This analysis serves to provide a baseline level of information that is used when determining what bicycle facility type is

most appropriate and most cost-effective. This analysis concluded that limited facilities exist that are currently amenable to bicycle travel.

### Bicycle Statutes and Ordinances

The City of New Bern does not currently have any adopted bicycle, pedestrian, or greenway plans. The *New Bern Regional Land Use Plan* includes a recommended thoroughfare plan but does not make any provisions for bicycles. The Code of Ordinances for the city makes a limited number of provisions for bicycles.

These ordinances state the following:

- (a) It shall be unlawful for any person to ride a bicycle on a sidewalk abutting the following streets or portions of streets:
  - (1) Pollock Street, from Craven Street to Hancock Street.
  - (2) Middle Street, from Broad Street to Tryon Palace Drive.
- (b) In those areas of the city where it shall be lawful to ride a bicycle upon a sidewalk, a person riding a bicycle upon a sidewalk shall yield the right-of-way to any pedestrian upon the sidewalk.

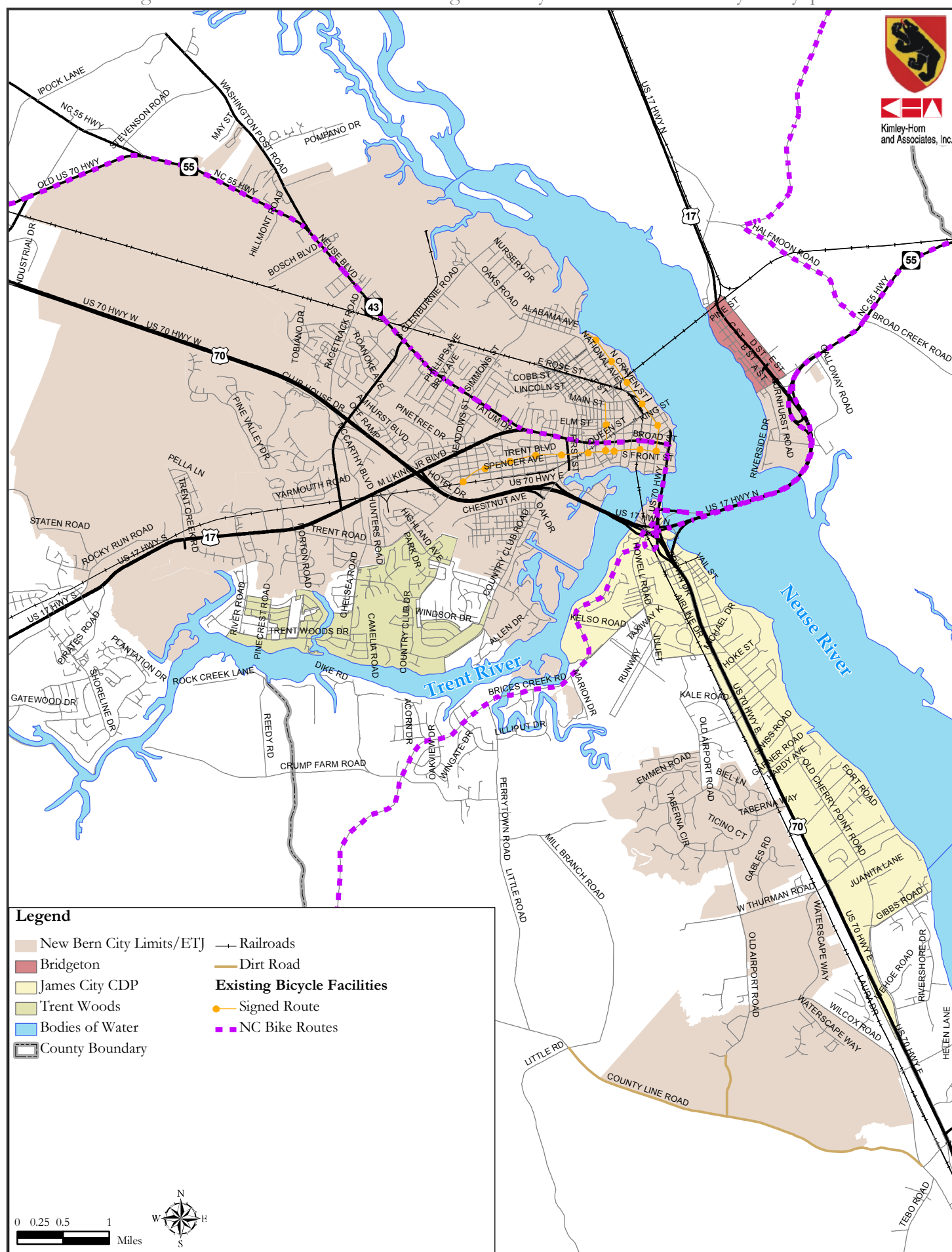
(Code 1971, § 14-10)

The ordinances also outline the designated bike routes in the area, as follows:

- (a) Three major legs of a bicycle route system for the city are hereby designated as follows:



Figure 2.1 - Existing Bicycle Facility Types





# Comprehensive Bicycle Plan

City of New Bern, NC



- (1) Leg No. 1 begins on River Road at Jack Smith's Creek and traverses River Road and North Craven Streets to its point of intersection with Queen Street; thence, northeastwardly with a portion of Queen Street to Craven Street; thence, southeastwardly with Craven Street to its intersection with Pollock Street, the location of the city hall.

- (2) Leg No. 2 begins on West Street at its intersection with Cypress Street and traverses West Street and Fleet Street southwardly to its intersection with Pollock Street.

- (3) Leg No. 3 begins at the intersection of Trent Road and Simmons Street and traverses Trent Road and Pollock Street eastwardly to the intersection of Pollock and Craven Streets, at which the city hall is located.

- (b) Appropriate signs shall be procured and placed along the bicycle route as recommended by the state department of transportation.

(Code 1971, § 14-10.1)

Street design guidelines are also outlined in the Code of Ordinances. Minor, local, subcollector, collector, arterial, marginal access (frontage roads), and limited access (neighborhood roads with no driveway access) streets are all defined. Roadway and right-of-way widths have been stipulated in the ordinances and are identified in **Table 2.1**.

**Table 2.1 Road and Right-of-Way Widths**

Street Type	Minimum Pavement Width B/C to B/C (feet)*	Minimum ROW Width w/ Sidewalk (feet)*	Minimum ROW Width w/o Sidewalk (feet)*
Minor	25	55	45
Local	31/27	61/57	51/47
Subcollector	31	61	51
Collector	35	65	55
Arterial	44	74	64
Marginal Access	25	55	50
Limited Access	20	50	50

*\*In cases of planned unit developments, street pavement and right-of-way widths less than those shown above may be allowed if the Director of Public Works, Director of Electric Utilities, and the City Engineer determine that the narrowing of the right-of-way would not create a conflict in the installation and maintenance of street signs and public utilities.*

These stipulations are also accompanied by a general cross-section, as shown in **Figure 2.2**. However, the road width stipulations and this cross-section do not account for bicycles. When examining the 35-foot pavement widths provided in the ordinances (shown in **Table 2.1**), it can be seen that for a two-lane collector with twelve-foot lanes and one foot total for the curb section, there is adequate room to install two five-foot bike lanes. The 31-foot sections provided for subcollectors and local streets, however, only provide an additional three feet on either side. If these sections were modified to 33 feet, there would be adequate room to stripe four-foot bike lanes on these roadways. While a bike lane is not always the preferred option on every road, this modified street section would provide a viable option for on-street bicycle accommodations.



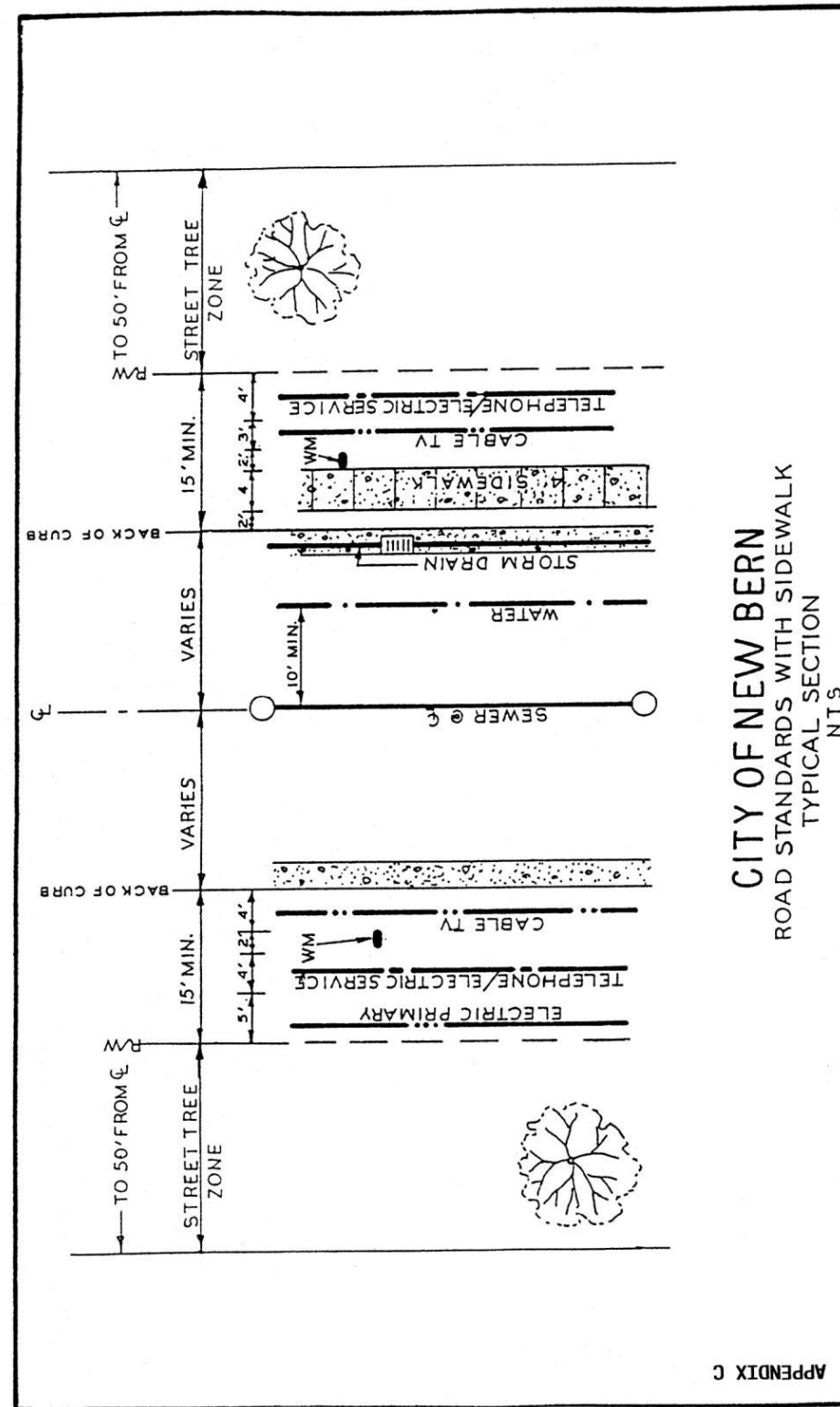


# Comprehensive Bicycle Plan

City of New Bern, NC



Figure 2.2 General Cross-Section



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and Associates, Inc.